Clean roads bill: \$4 million in Oakland

ways and 2.550 miles of county roads in Oakland County this winter.

"C'That's about the average for a winter in recent rypars," said Oakland County Road Commission Managing Director John L. Grubba.

"Managing Director John L. Grubba.

"An bour of storm flighting costs an average of Tibbre than \$15,000. This includes \$8,250 of regular fitne wages and salaries, \$11,800 worth of road decicing sait, and equipment costs. That's more than \$200,000 for an eight-hour days, overtime wages and salaries flowed or holleadys, overtime wages and salaries boost the per hour average considerably.

"WHEN THE Road Commission swings into full-coverage arow and fee control operations, 87 trucks loaded with aft and country of the swings into action. Most of the trucks can be additionally equipped with front-mounted plows for unusually heavy snow removal. As backups and to handle special situations, there are an additional 12 trucks, 22 road graders, six front-end loaders and four spreader-cyulpped pickups in the fleet.

The assignment is to keep the 2,600 miles of state algorithms and county roads as safe as possible.

J. IF THE 87 regular-duty trucks were expected to cover everything on the same priority, they would be spread over an average of 30 miles each at any

"This won't entirely solve the problem of 'plowed-in' driveway entrances, but it will help. Snowplows cannot be lifted for the thousands of driveways they pass and unavoidably roll snow from the roadway itself."

GRUBBA HAS two other tips for residents:

• Mailboxes installed on the road right-of-way are there at the owner's risk. Get them as far off the roadway as practical. A flag or other identify-ing marker will help plow operators better see and avold them. If the mailbox post is roiting, replace it so plowed snow won't break it.

During prolonged storms, it may not be cossible to begin plowing subdivision streets for several days.

TRUCKS ARE stationed on critical roles at the forecast of bad conditions and remain or ment of the forecast of bad conditions and remain or ment of the forecast bare pavement is achieved. Yes routes which includes most freeways and other state trunklines.

Trucks are dispatched to priority butes at the start of bad conditions and stay on them until a minimum of bare wheel tracks is addived. These routes are those carrying 5.00 to 4,000 vehicles per day, which includes most milet-tye routes.

The general procedure is to salt still there is an inch of accumulation and to plow hereafter, salting as necessary simultaneously.

LAST WINTER was more executive for snow and ice control than the average 4 million. Grubba said it was due to several weeked storms that required significant overtime pay.

Total cost last year was \$4.2 million, which in-

10tal vos see y 1 cluded: • \$1.3 million for labor (with \$500,000 in regular time, \$462,000 in overtime and \$376,000 in fringe time, \$462,000 in overtenne | benefits).
• \$1.2 million for materials (mostly road de-ic-

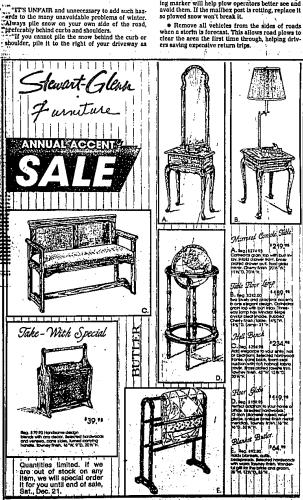
\$1.7 million for equipment (on rental basis).
 And \$4,100 for contracted services. '

Etiquette for clearing drives

Residents and contractors are advised against shoveling or plowing anow from driveways onto roads and streets.

It's against state law, Violators are reported, and police do enforce the law, said John L. Grubba, Committed Comm

you face the street so that snow plows will push it away from rather than back into the driveway entrance.





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